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25X1

1. Approximately 3,000 workers were employed on the Saarmund-Golm section of the Berlin outer rail circuit; only 50% of these workers were residents in the Saarmund-Golm district. The construction work was still concentrated on ground levelling and track-laying had not yet started. For that reason, the location of the railway connections could not yet be determined. Directly north of Wilhelmshorst several one-story houses were being built by the VEB-Bau (a nationalized building firm) the frameworks of which had already been completed. They were approximately 25 meters long and 12 meters wide. They were designed for the workmen employed on the Saarmund-Golm section who were at present housed in numerous low wooden buildings and house trailers. The Potsdam-Beelitz highway remained blocked between milestones 3 and 6. ¹

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2.

The Abteilung Investitionen (Investment Department) of the Berlin railway division management has to take steps which guarantee that Section III of the Vorhaben BAR (Berlin Outer Rail Circuit), that is the Falkensee-Wustermark-Vbf-Wustermark Ost section, can be put into operation on 30 September 1955. 2
3. The Abteilung Investitionen of the Halle railway division management was ordered to complete the construction of the second track of the Leipzig-Leutzsch-Grosskorbetha line by 30 September 1955 in such a way that trains can travel at a speed of 100 km/h on the Grosslehnna-Grosskorbetha section, and at a speed of 50 km/h on the Grosslehnna-Leutzsch section.

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4. After 21 September 1955, traffic on the Leipzig-Leutzsch-Grosskorbetha railroad again was double-track. For the construction of the second track, rails supplied by the USSR were used. The construction was in the hands of the Reichsbahnbaunion, Baubetrieb Naumburg (Naumburg building firm of the East German Railway Construction Union).³
5. The Abteilung Investitionen (Investment Department) of the Magdeburg railway division management was ordered to complete the construction of the second track of the Gottesgnaden-Sachsendorf section of the Magdeburg-Halle railroad construction project by 30 September 1955. ⁴
6. The bridge across the Loecknitz River on the Pasewalk-Stettin railroad has been completed. The enlargement of the bridge across the Uecker River in Pasewalk was started. Railway tracks were seen lying at the Pasewalk railroad station. The Pasewalk-Stettin railroad allegedly was to be double-tracked. A large freight shed was built at Scheune railroad station (border station). ⁵
7. Efforts were made to extend the new railway leading to the combine Schwarze Pumpe (Black Pump) approximately as far as the private sidings connecting Grube Spreetal (Spreetal pit) with the Blunow railroad station on the Moyerswerda-Neu Petershain railway line. ⁶
8. The Halle railway division management was engaged in developing plans for a bypass of the Altenburg tunnel south of Altenburg railroad station, because a renovation of this dilapidated tunnel would be very expensive. It was planned, therefore, to shift the line by approximately 90 meters and to re-lay the tracks in an open cut which was to be approximately 25 meters deep. It was a difficult project because the ground was apt to slip. The slopes will be inclined at a rate of approximately 1:2 1/2. In 1956, 4 million DM East will be allotted to this project; they are to cover the costs for the construction of a road bypass and also in part for the excavation work. The overall costs of the project were estimated at approximately 9 to 10 million DM East. ⁷
9. The construction of a second track on the railway bridge in Forst (across the Neisse River) was almost completed. The debris of the destroyed overpass (also across the Neisse River) was being removed.⁸
10. The construction of a ferry boat for the Deutsche Reichsbahn (East German Railways) was scheduled as was previously reported. The following details were obtained: The designer of the ferry boat was Karsten (fnu)

It was planned to build 2 ferry boats which were designed at the Berlin-Koepenick Konstruktionsbuero (Design Office). The Warnow Shipyard was commissioned to build the first ferry boat. Originally she was to have 3 tracks, but later she was redesigned as a four-track ferry boat. Because of the great draft of the vessel, it was necessary to reconstruct the Sassnitz ferry boat waterway. The costs of this project were estimated at 25 million DM East.⁹

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11. Concerning the electrification of the East German railroad net, it was learned that 18 million DM east were provided for the electrification of the Halle-Magdeburg line scheduled for 1956. For the years 1957 to 1960, 204 million DM East were provided for the electrification of the Leipzig-Rosslau, the Leipzig-Halle, and the Leipzig-Grosskorbetha -Naumburg railway lines. 10
1. Comment. The employment of 3000 workers for construction work on the Saarland-Golm section of the Berlin outer rail circuit may be caused by the fact that this section was given priority over all other building sections. It also indicated that it is planned to complete this section as soon as possible. 25X1
2. Comment. It seems possible that the construction work will be completed by the day fixed. 25X1
3. Comment. The double-tracking of this important line, the second track of which had been dismantled after the end of World War II, is now completed. 25X1
4. Comment. This is a 1.5 km long railway section south of Calbe. 25X1
5. Comment. Construction work on this bridge started in February 1954. The scheduled double-tracking of this line was reported previously. 25X1
6. Comment. There is already a narrow-gauge railway connection between the Combine "Schwarze Pumpe" and the Blunow railroad station. 25X1
7. Comment. The plan to abolish this tunnel is reported for the first time. The general tendency of East German and West German Railways is to do without tunnels because their maintenance is very expensive. 25X1
8. Comment. The double-tracking of the Forst railway bridge has been under way since May 1955. 25X1
9. Comment. The efforts of the Deutsche Reichsbahn to rebuild the "Brandenburg" ferry boat from Poland were reported previously. The fact that 0.6 million DM East had been allotted for the reconstruction of the Sassnitz ferry boat waterway in 1955 was reported 25X1
10. Comment. The overall planning for the electrification of East German railway lines was reported previously. The electrification of the Halle-Koethen section of the Halle-Magdeburg line has already been completed. This section was to be operated electrically after 1 September 1955. 25X1
- It seems that the beginning of the construction work on this line has already been delayed for one year.

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